CHICAGO DAILY PRESS AND TRIBUNE.

VOLUME XII. CHICAGO, FRIDAY MORNING, JANUARY 7, 1859. NUMBER 162.

Railroads.

MICHIGAN SOUTHERN AND LAKE SHORE RAILROAD.
Winter Arrangement, 1858
THROUGH ROUTE TO NEW YORK
Connecting at Suspension Bridge with the New York Central, Niagara Falls, Buffalo, Rochester, Syracuse, Utica, Albany, Troy, Boston, Hudson, Newburgh, Poughkeepsie, Yonkers, New York, Worcester, and all points East.
6:30 A. M. Mail and Accomodation, via old Michigan Line.
6:45 A. M. New York Express leaves Chicago via old Michigan Line.
12:00 P. M. New York and Boston Express, via old Michigan Line.
6:45 A. M. Night Express, via Air Line, (daily, except Sundays,) connects at Adrian with train for Monroe and Detroit.
8:00 A. M. Accommodation, via Air Line, (daily, except Sundays,) connects at Adrian with train for Monroe and Detroit.
ONE OF WOODRUFF'S PATENT SLEEPING CARS
will accompany the Night Train.
Passengers leaving Chicago on the 6:45 A. M. train reach New York the next evening.
Tickets can be had at all Ticket Offices in the West, and at the Company's Offices, 103 Lake street, corner of Dearborn and Southern Depot, and at the depot.
H. MCGRAY, General Ticket Agent.

ST. LOUIS, ALTON AND CHICAGO RAILROAD.
Winter Arrangement, Dec. 13th, 1858.
CHANGE OF TIME.
DEPOT, CORNER OF WEST VAN BUREN AND CANAL streets, Chicago.
Going South, trains run as follows:
EXPRESS MAIL—(Sundays excepted.)
Leave Chicago at ..... 9:00 A. M.
" Joliet ..... 10:30 A. M.
" Dwight ..... 2:30 P. M.
" Springfield ..... 6:00 P. M.
Arrive at St. Louis ..... 8:00 P. M.
St. Louis arrives from St. Louis at ..... 8:00 A. M.
JOLIET ACCOMMODATION.
Leaves Chicago at ..... 3:30 P. M.
Leaves Joliet at ..... 6:30 A. M.
Arrive at Chicago ..... 8:00 A. M.
Joliet ..... 4:30 P. M.
CONNECTIONS.
At Chicago, with all the great Eastern and Northern roads.
At Joliet, with the Rock Island Railroad west, and the "Air Line" east.
At Peoria Junction, with the Peoria and Oquawka Railroad for Peoria and that region of country.
At Bloomington, with the Illinois Central railroad, north and south.
At Springfield, with the Great Western (Ill.) Railroad for Terre Haute, and west to Jacksonville and Naples.
At St. Louis, with the Ohio and Mississippi for Northern Missouri and Kentucky, and with St. Louis, Cairo and New Orleans steamers, connecting at Cairo with steamers for Vicksburg and New Orleans.
Through Tickets can be had at the Company's Office, 103 Lake street, (opposite Tremont House), and at the depot, corner of West Van Buren and Canal streets, and at the principal railroad ticket offices in the West, Middle and Southern States.
Rates of Fare and Freights same as by any other route.
J. DARLING, Gen'l Agent. A. H. MOORE, Gen'l Sup't. [mh30] Gen'l Sup't

GREAT WESTERN MAIL ROUTE.
WINTER ARRANGEMENT.
ON AND AFTER SUNDAY, NOV. 28TH, 1858, Passenger Trains will leave the Wells street depot daily, (Sundays excepted) as follows:
GALENA & CHICAGO UNION R. R.—MAIN LINE.
For Fremont, Galena, Dunleith, Beloit, Janesville and Prairie du Chien:
Passenger and Mail ..... 8:30 A. M.
Passenger (daily) ..... 4:30 P. M.
Beloit, Mollenary, Crystal Lake and Rockford ..... 4:30 P. M.
CHICAGO, FULTON AND IOWA LINE.
FOR DIXON, FULTON AND DAVENPORT, 8:30 A. M.
Through Passenger ..... 5:00 P. M.
Through Freight ..... 9:00 A. M.
Through Freight will leave Central depot at foot of Lake street, daily, at ..... 9:00 A. M.
PURSELL, DUNLEITH AND W. CAM.
Daily (Sundays excepted) ..... 4:30 P. M.
TRAINS EASTWARD.
GALENA AND CHICAGO UNION RAILROAD.
Leave Dunleith 7:30 A. M.—arrive in Chicago 4:30 P. M.
Leave do 7:30 P. M.—arrive in Chicago 4:15 P. M.
CHICAGO, FULTON AND IOWA LINE.
Leave Fulton 7:00 A. M.—arrive in Chicago at 4:30 P. M.
Leave Fulton 1:30 P. M.—arrive in Chicago at 10:30 P. M.
Leave Dunleith 4:30 P. M.—arrive in Chicago at 4:05 A. M.
PURSELL, DUNLEITH AND W. CAM.
Leave Janesville at 8:30 P. M.—arrive in Chicago at 4:05 A. M.
Leaving Janesville at 8:30 P. M.—arrive in Chicago at 4:05 A. M.
FOR FREE, TALENT RAILROAD.
Leave Rock at 7:30 A. M.—arrive in Chicago 4:30 P. M.
Passengers leaving Chicago on the 7:30 A. M. train will reach Rock Island, and Parties Lines, should take the train at 8:00 A. M.
One of Woodruff's Patent Sleeping Cars will run between Chicago and Rock Island.
All the above trains connect with the Great Eastern Railroads from Chicago.
Through tickets can be bought at the following-named offices in Chicago: At the Company's Office, 103 Lake street, corner of Dearborn; at C. V. A. G. R. R. Ticket Office, corner of Randolph and Dearborn streets, and at the Galena and Chicago Union depot, under the Tremont House, and at the depot.
JOHN B. TURNER, President.
H. HALL, Supt.
H. STEVENS, General Ticket Agent. [mh30]

FARE FROM CHICAGO TO LOUISVILLE ONLY $7

NEW ALBANY AND SALEM RAILROAD.
FOR NEW ALBANY, LOUISVILLE, Lexington and Frankfort, Kentucky, Extending from Albany to Salem, Indiana, 90 miles. Connects at Opposite Louisville.
The only direct route from Chicago to Louisville, Frankfort and Lexington, Kentucky; Lafayette, Indianapolis, Cincinnati, Columbus, Pittsburgh and Philadelphia.
It is also the quickest and most direct route to Wheeling, Parkersburg, Virginia, Washington City and Baltimore.
TWO DAILY TRAINS LEAVE CHICAGO
The Michigan Central Railroad as follows:
7:00 A. M. Express, running directly through to Cincinnati, arriving in Cincinnati at 10 P. M., running directly through to Cincinnati without change of cars.
5:30 P. M. Night Express, running directly through to Charlotte, connecting at Charlotte with the Night Express for all other points mentioned above, arriving at Cincinnati at 11 P. M. or 1 hour earlier than the day train.
Both trains connect at Greencastle with Trains of Terre Haute and Richmond Railroad for passengers to take that route, and at Indianapolis with Trains of Madison Railroad for those who prefer that route.
Only one Change of Cars between CHICAGO AND NEW ALBANY.
Passage as low as by any other route.
Through Tickets can be had at all of the principal Railroad offices in the West. Also at the Company's station at Michigan City, at the Michigan Central Depot, at Lake Forest, at the office corner of Lake and Dearborn streets, opposite Sherman House, Chicago.
Be careful to get Through Tickets by way of New Albany and Salem Railroad.
JOHN B. ANDERSON, Sup't.
O. H. BASIN, Gen. Passenger Agent, Jan. PAYSON, Gen. Traveling Agent.

PENNSYLVANIA RAILROAD.
THE GREAT CENTRAL ROUTE, CONnecting Atlantic Cities with the West, and forming the shortest and most direct line between Philadelphia and Pittsburgh, and the only Railway Route, owned and controlled by the Pennsylvania Railroad Company, which connects at Pittsburgh with the Great Western Railway, making the most direct, cheapest and reliable route which can be offered to Emigrants and others from the Great West.
RATES BETWEEN PHILADELPHIA AND PITTSBURGH.
Per Cent.
Boots, Shoes, Hats and Caps, Boots, Shoes, Hats and Caps, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Painters, Furs, &c., &c. ..... 85c per 100 pounds
Domestic Sheeting, Shirting and Tacking, Cut nails (in kegs), Cut nails (in casks), Hardware, Leather (in bulk or boxes), Wool (in bales), Wool (in bags) ..... 80c per 100 pounds
Anvils, Steel, Chains (in casks) Hemp Bagging and Rope, Lead, Copper (in sheets), Tobacco (manufactured), Tobacco (leaf), Glass or cast, &c., &c. ..... 75c per 100 pounds
Cotton Yarns, Sperm Oil, Lard Oil, Tar, Pitch, Rosin, Spirits Turpentine, Whiskey, Linseed Oil, Coal Oil, Soda Ash, Saltpetre, German Clay, Tar, &c. ..... 60c per 100 pounds
Flour, &c. ..... 50c per 100 pounds
Grain—40c per 100 lbs. until further notice.
Passengers 90 pounds of baggage free. Weight until further notice.
For forwarding goods from any point east of Pittsburgh this be particular to mark packages "via Pennsylvania Railroad," and to procure receipts for the same. All goods sent at Philadelphia or Pittsburgh, will be forwarded without delay.
FREIGHT AGENTS.—Davis & Co., Chicago; Porter & Co., Fulton; Gray & Co., Dunleith; Hall, Porter & Co., Galena; O'Neal & Co., Burlington; Ingalls, Shepard & Co., Rock Island; Wm. Lyon & Co., Davenport; Wm. Lyon & Co., Muscatine; Irvin & Co., Bloomington; Pierce & Co., Lafayette; Lewis & Co., Logansport; Kelly & Co., Fort Wayne; Ellet, Hill & Co., No. 8 Exchange street, Pittsburgh; Thomas & Evans, No. 4 Exchange street, Pittsburgh.
H. H. HOUSTON, Chief Engineer and Superintendent.
H. J. LOUDON, Asst. Agent, Altoona, Pa.

PITTSBURG, FORT WAYNE & CHICAGO R.R
TO PITTSBURGH, NEW YORK, PHILADELPHIA, AND BALTIMORE, and Cleveland, Ohio, with the old established Lines of Steamers from Cleveland to Buffalo, connecting with trains of the New York Central Railroad.
PENNSYLVANIA CENTRAL RAILROAD,
To New York, Philadelphia, Baltimore and Washington City, and the Eastern cities of Pennsylvania, New York, New Jersey and Maryland.
Passengers for Eastern cities will have the advantage of one of the finest and most commodious passenger depots of the eastern portion of the United States.
Passengers for New York and Philadelphia, by this route, will have the advantage of a short and direct line, and the opportunity of stopping through by the above points.
Passengers will take breakfast, dinner or supper at the following-named places, at the Company's Eating Houses:
Allegheny City, Pittsburgh, Pa., Harrisburgh, Pa., Lancaster, Pa., Philadelphia, Pa., Baltimore, Md., Washington City, D. C.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh, at 8:00 A. M. and 5:00 P. M., and arrive in Philadelphia at 4:30 A. M. and 4:00 P. M. next day, and in New York at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Baltimore at 7:00 A. M. and 7:00 P. M. next day, and in Washington City at 8:30 A. M. and 8:30 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Harrisburgh at 2:30 P. M. and 2:30 A. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lancaster at 5:00 P. M. and 5:00 A. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Philadelphia at 4:30 A. M. and 4:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in New York at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Boston at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Cleveland at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Buffalo at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Rochester at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Syracuse at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Albany at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Troy at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Utica at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Schenectady at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Saratoga at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake George at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Champlain at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Ontario at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Erie at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Michigan at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Superior at 7:00 A. M. and 7:00 P. M. next day.
Passengers for Eastern cities will leave the depot of the Pittsburgh, Fort Wayne and Chicago Railroad in Pittsburgh at 8:00 A. M. and 5:00 P. M., and arrive in Lake Huron

PRESS AND TRIBUNE.

FRIDAY MORNING, JANUARY 7, 1859.

Report of the Auditor—Illinois General Statement.

We publish this morning the Report of the Auditor of Public Accounts, Hon. J. K. Dubois, without the tabular statements which accompany it, and upon which its value as a public document mainly depends. We do so for the purpose of enlightening our readers on the matter of difference between that officer and the Illinois Central Railroad Company; that, we will be read, is stated at length; and as it will be the subject of legislation, it is too important to be overlooked.

We have it stated that the Company, who are indicted for the justice of the construction put on the law levying a tax upon their property, will seek relief in an explanatory act, in which case per cent. of the gross earnings of the road will be fixed upon as the maximum sum for which they are liable under the charter. The amount now in dispute is $44,000; as it will increase from year to year as the value of the lands and property are enhanced, the consequences of any legislation to be had cannot be too closely scrutinized.

Mr. Dubois' firmness in insisting upon the proper settlement of this vexed question is worthy of all praise, as is indeed his entire management of the Department in our State Government, of which he is the head. The expectations of his friends are fully realized by two years' experience, and we have yet to hear his assailed by any party or person for neglect or mismanagement of his very important duties.

A Very Nice Distinction.

We cannot blame any man who helped make JAMES BUCHANAN President of the United States, for going through a Brahminical penance for the act—hook-swinging, traversing the land of his nativity with peas in his boots, giving his offspring to crocodiles, etc. These things argue a capacity for moral growth, and though the penitent should never inflict upon himself the just chastisement due to his depravity, he is getting upon to virtuous impressions in a way which may excite the highest hopes of the reformer. Even though his conviction of guilt have a source in his bile, or his pocket, rather than in an awakened conscious, it is something to have got his paw new trail of keys. And notwithstanding he has been restrained from cleaning his stuffed bosom, by unknown terrors, until the verge of the eleventh hour, his case is far from hopeless; he is none the less a candidate for the rewards of a better life.

We are led into these reveries by an article in the Chicago *Times* of yesterday, making a pretty clean breast of it, so far as the writer was concerned in the elevation of our venerable Chief Magistrate to his present dignity. It is true, one of the proprietors of that journal was once the "boss" of a flourishing post office, from which he was removed by the venerable aforesaid. It is observed also, that the *Times* opens its comment with a damaging confession, like this:

> "As an unwilling actor in my or do anything that might in any possible manner be considered as lending to obstruct a political contest in which, for many months restrained us in that free and candid expression of our judgment of the merits of the administration of Mr. Buchanan, that we would like to have given to our readers. The action of the Legislature of Illinois yesterday has removed the possible objection to silence on our part, and therefore it is that we ask the attention of our readers for a few minutes this morning."

But the parsing which follows is somewhat unsatisfactory with the ardent provocation and painful delay referred to. We have no interest in the personal grievances which the *Times* brings into public view. Whether this plague or that, wormed itself into the shrunken affections of the old man, is of no consequence to any one, save those who were kept out of the treasury by it. But we have a right to enter our protest at the point where *principle* begins to figure in the discussion, and we do this not to add any respectability to James Buchanan, as will be seen, but to give him the benefit of a larger company than some people seem willing to vouchsafe him.

The *Times* declares as the essence of its indictment that the Cincinnati Convention "made a platform, the life of which was "the Kansas-Nebraska act, and a pledge "for its fair and faithful application." Precisely the contrary is true. The Democracy of 1856 had got a step in advance of the Democracy of 1854. When the Nebraska bill was passed it was everywhere declared that its object was to give the people of the *Territories* the same rights as were enjoyed by the people of the States. The way having been opened for slavery in Kansas, the whole Democratic party in Congress having striven for two years to put it there, and get the machinery being discovered to work awkwardly, the Cincinnati Convention of 1856 proceeded to doctor their principles by giving the people of the Territories those inalienable rights not while remaining in a Territorial condition, but "WHENEVER THE NUMBER OF THEIR "INHABITANTS JUSTIFIES IT"—admission into the Union. This was a preparatory move ment for the Lecompton Constitution, and if Mr. Douglas had as much to do with drafting that platform as he has been heard to mention, perhaps both he and the editor of the *Times* can tell how this saving clause got a place there.

But without going further into particulars, what warrant has the *Times* for calling Mr. Buchanan black? Both retain the Dred Scott decision, which grinds the Nebraska bill and all the principles it covered in it, to impalpable dust; both advocate the extension of Slavery, both ge it blind for standing Cass and for anything to hurt Lee to the Democracy, they are, heretofore and to-day, infallible on every measure of public consequence before the American people. Hence, the distinctions, if there be any, between them, lie, as the Key-hole of the Treasury. It is a difference of opinion as to the custody of that institution, in which it may be observed both parties manifest an unseemly intolerance. When we sneak of the principles involved in such a discrepancy, the distinction becomes too nice for common investigation, and we leave the subject at this point.

A Slight Mistake.

Will not Messrs. Wm. B. Fondey and Augustus C. French consent, at their leisure, to commit to us inquire of the Chicago *Times* whether the Democratic party barried the State of Illinois at the recent election? If they are in the habit of reading that sheet—particularly if they pondered on its article on Illinois Politics yesterday—they must be convinced that James Miller and Newton Bateman are in lawfully in possession of two important State offices, which a Democratic Convention delegated them (Fondey and French) to fill. In case the gentlemen who do editorials for the *Times*, inform them that there has been some mistake in the business, they would help Democracy to a writ of *quo warranto* forthwith. And in default of suitable process for executing their duties, we suggest a perusal of Thomas Whiteley's "Historic Mistakes" and Abbott's "Histories of Napoleon Bonaparte."

The Peoria Transcript.

Mr. I. R. Webb, the able editor of the Peoria *Transcript*, publishes his valedictory in the Peoria *Democrat*, and announces that paper will commence to publish in connection with the Peoria *Transcript*. The Peoria *Democrat* remains in the hands of Mr. Shaw, the publication, and will be edited for the present by Mr. C. L. Avery, formerly of the Peoria (N. Y.) *Democrat*. We are sorry to lose Mr. Webb from the editorial profession, and regret only to know the Republican party deprived of his zealous and efficient services in the important and interesting field of Peoria and the surrounding country. To the existence of the *Transcript* and the rallying efforts of Messrs. Webb & Wadsworth, is attributed, in a great degree, the victory which placed Mr. Bissell in the Executive chair. Our best wishes attend Mr. Webb in his retirement, and we hope to see him again in the editorial harness at no distant day. Mr. Webb is not discouraged in the least by the result of the late election, but is confident that the Democracy will be successful in the next contest.

OUR SPRINGFIELD CORRESPONDENCE.

SPRINGFIELD, Jan. 4, 1859.

The permanent organization of the House was effected by the election of W. R. Morris, of Monroe, to the Speakership. He received 40 votes against 35 cast for Jarrot. Mr. Morrison signalized his taking of the Chair by a neat and pertinent speech, which he pledged himself to fairness and promptness in the exercise of the power with which he had been entrusted. His speech was well received, and if his professions are followed by performance, he will have no cause to complain that he is not pretty much with by his opponents. After the election of Mr. D. O. Head of Hancock, to the Chairship by the same vote cast for the Speaker, the minor offices were filled, and in one of them Capt. J. W. Connett of Chicago was placed. He is Doorkeeper. While this work was in progress, a sharp debate sprung up over the election of a 3d Assistant Clerk, in which many of the members participated. At the first "locking of horns" it was interesting, though the matter of controversy was of little consequence. Park, Swett, Patton and others of the Republicans resisted the effort to elect the officer named, on the pire that he was not at all necessary to the prompt transaction of business; but it was forcordained by the caucus that he should be, as a place, and he was chosen. During the progress of this affair, the Spread Eagle—that wonder of American political ornithology—was let loose and flapped his wings over all the country "from the frozen zone of the North, to the olive grove of the South" with the most amusing effect. The Democrats have the bird in keeping; and if Eagle of Menard, does not die of before the close of the session, he will suffer him frequently to exhibit himself for the astonishment of the lobby.

But little further was done yesterday in the House. Mr. Davis of Stephenson made an attempt to amend the rules by addition of a Committee on the State Geological Survey and on Township Organization; and by Mr. Peck of Cook, to prevent personal legislation. The proposition of the latter is to compel every man presenting a private bill for the consideration of the House, to produce a certificate from the Treasurer that he has deposited with him one hundred dollars to defray the expenses of the legislation demanded. The remedy would doubtless be effectual; but it does not seem generally to commend itself to the judgment of the members, most of whom have their pockets stuffed with bills for private acts. The evil of which Mr. P. complains is one of great magnitude and should be abated. He is not alone in the desire to lessen it. Mr. Gregory of Jo Daviess, a Democratic member of the Senate, has a series of General Incorporation Laws which he will present in due time, and if they meet with favor and go into effect, all seekers for special legislation will inexorably be referred to them.

A bill is before the Senate for the incorporation of the *Rosehill Cemetery Company*—a Chicago association comprising eighteen of your best citizens, who propose to open and adorn, after the manner of Mount Auburn, Greenwood and Laurel Hill, a burying place for the dead. Mr. P. H. Benson appears to be the father of the enterprise. From the liberal terms of the bill and the well known ability of the corporators, much may be expected, if the project succeeds. Certainly a new Cemetery is one of the first needs of your city.

Indefinite numbers of Democratic politicians from Chicago are here, with Dyer at their head. They are organizing a pressure to force through their charter alterations. They will be met by vigorous resistance,—and they will be better testifiers than they have ever proved themselves before, if they succeed. Their bill is kept very close.

The Farm and Garden.

Meeting of the State Board of the Agricultural Society—Efforts of politicians to control the society—A Bill for the Benefit of Sioux City.

[Correspondence of the Press and Tribune.]

SPRINGFIELD, Jan. 4, 1859.

This evening the biennial election of the officers of our State Agricultural Society is to take place in this Hall. Already the political mycidons are rallying their cohorts to take possession of this useful institution, which, from its success, has become popularized in the hearts of the people. A similar attempt was made at the last election, and came near being successful. The same parties are again in the field, but with new candidates of course. The location of the Fair permanently at Springfield, will enlist many votes here, in favor of the intriguing party. Whether the leaders are in earnest or not it matters little, but they are taking advantage of this feeling among the citizens of this city to enlist their votes in their favor. Another ball these men have thrown out is the part of the seven per cent. of the Illinois Central Railroad, which they claim can only be had through a prominent member of the Senate, who is the chief wire worker in this scheme to make this Society a political hobby-horse. But we hope that these schemes will be as signally rebuked as they were at the last election. The North part of the State has not, as yet, had the honor of the Presidency, during the six years of the existence of the Society, and it would appear but an act of courtesy, if not justice, that that officer should be selected from that part of the State. This could be done if the facility of making votes out of the citizens of Springfield, at a dollar a head, was out of the question. An amendment should be made to the constitution, so as to hold the election at some other point, where a ballot fare would be added to the expenses of making tickets.

Chicago, Freeport and Dixon are fully represented, and each place will make strong efforts for the next Fair, and we may therefore look forward to an interesting time, provided the Society should fall into the hands of honest and capable men.

Mr. Davis, of Stephenson, this morning presented a petition, numerously signed, for the passage of a bill for the protection of growing fruit from petty marauders. It is to be hoped that such a bill will pass, as our village gardens and farm orchards have already suffered from the depredations of not only petty but respectable appearing, free-and-easy fruit-pickers, much to the annoyance and discouragement of the careful planters, who had hoped to eat the fruit of their labors. Mr. Davis is entitled to great credit for this petty protecting bill. Make it effectual, and anything to hurt Lee to the Democracy, they are, heretofore and to-day, infallible on every measure of public consequence before the American people. Hence, the distinctions, if there be any, between them, lie, as the Key-hole of the Treasury. It is a difference of opinion as to the custody of that institution, in which it may be observed both parties manifest an unseemly intolerance. When we speak of the principles involved in such a discrepancy, the distinction becomes too nice for common investigation, and we leave the subject at this point.

RURAL.

Meteorology of the Lakes.

The Committee appointed by a meeting of citizens of Detroit to consider the recommendations of Lieut. Maury respecting a system of meteorological observations on the Lakes, presented a very interesting and elaborate report to an adjourned meeting, on Tuesday last. The general conclusions of the Committee are summed up in the following resolutions:

Resolved, That we deem it to be of inestimable importance, for the preservation of life and property perilled in the navigation and commerce of the lakes, that a system of observations be instituted made by Congress, and measures adopted by some appropriate bureau to be charged with the establishment and management of a system of meteorological observations, by means of proper instruments for that purpose, to be extended through the whole region of the lakes, and in process of time as far thence as practicable throughout the valley of the Mississippi, the valley of the St. Lawrence, the Appalachian ridge, the Atlantic slope, and the northern and western coasts of the Gulf of Mexico.

Resolved, That the different light houses, signal stations and military posts within the region of the lakes, together with the operations of the several corps of top-ographical engineers engaged in the survey, afford appropriate facilities for the establishment and prosecution of such a system of meteorological observations, and which, therefore, if we could respectfully suggest, may be made available for that purpose.

Resolved, That it is important to have regular reports transmitted to the office of the Chief Signal Officer of the Army, from the different light houses or individuals who may be designated to receive the observations, and that the Chief Signal Officer be requested to communicate the results, which deductions he would respectfully ask to be made by competent authorities.

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THE PACIFIC RAILROAD.

The Richmond Republican—General Description of the Country, Advantages, &c.

[Correspondence of the Press and Tribune.]

RICHMOND, Dec. 29, 1858.

In canvassing the Missouri Valley route to Puget's Sound as the nearest and best route for a Railroad to the Pacific, perhaps a more minute and particular description of the territory along the proposed line of the road would not be altogether uninteresting or unimportant. I propose to note some of the most important features of the country lying most of Iowa. The first in order, and indeed of importance at the present time, is the proposed new Territory of Dacotah. At present this Territory is the remnant of Minnesota Territory, lying between the western boundary of the State of Minnesota and the Missouri River, extending from the northern boundary of the United States, South to the parallel of 43½ degrees of North latitude. These ought not, and probably will not be the ultimate boundaries of that Territory. The North boundary should be at 46 degrees of North latitude; thence West to the "Black Hills;" thence southerly along those hills to the parallel of 43 degrees of North latitude; thence East to the Missouri River; down that river to the mouth of the Big Sioux; thence North along the western boundary of Iowa and Minnesota to the place of beginning. These boundaries will give between eight and eighty thousand square miles, and will allow of another Territory to the North, including the Pembina Settlement, of equal and probably greater area. The Missouri River will pass nearly through the centre of the Territory from a northwest to a southeasterly direction. It has a mild, genial, healthy climate, fertile soil, excellent water, and considerable timber, especially along the streams; and if opened up to emigration and settlement by means of the proposed road, will settle very rapidly. With such facilities for communication with the East, and with its navigable waters, penetrating almost every portion of it; and with its vast agricultural and mineral resources, it will ultimately become one of the most desirable and attractive portions of the West. It is true, that in some portions there is a scarcity of timber, but probably not more so than in Kansas and Nebraska. If, however, those vast pine forests West of the Missouri can be penetrated by means of railroads, so as to supply that necessity, it will be one of the most desirable agricultural and grazing countries on the Continent. Coal abounds in many portions of the country, and in the northern part, along the upper waters of the James River, is one of the richest and most extensive salt regions on the North American continent. The mineral is said to crop out of the Bluffs in layers like limestone, and may be quarried in large masses. Of the analysis of these salts I cannot speak, but doubt not they will prove valuable. There has been a survey of the locality by a corps of United States Topographical Engineers. This survey was made a number of years since. The James River will be navigable for a large portion of the season quite up to these salt mines. Along the valley of this river, as also of the Missouri, Big Sioux, and Vermillion, are some of the most fertile and desirable agricultural lands in the West. The whole country is covered with a heavy growth of wild grass, known as the "Buffalo grass." This grass, although resembling the prairie grasses of the Mississippi and lake country, is entirely different in all its characteristics. It has a soft, pliable texture, is very nutritious, and when cut in good season and well cured, makes hay equal to the best quality of cultivated grasses. From Sioux City to the mouth of the Niobrara River (distance, by land, not less than one hundred miles), the Missouri River has nearly an East and West course. On the North side is a valley extending nearly the entire distance, and averaging about fifteen miles in width. This is the celebrated "Ropen Hata," or "Sioux Turkey Hunting Grounds." Along the river on both sides are immense bodies of excellent timber, mostly cotton wood in the bottoms, with hard wood on the higher grounds and among the bluffs. These groves will furnish an abundant supply of lumber for the whole valley, and far back into the interior. Steam saw mills can and will be employed in every suitable place in cutting up the timber. The hard wood will also furnish abundance of ties of the very best quality for all the railroads the country will be likely to build for the next quarter of a century. There are no marshes, sloughs, or low, swampy lands in the whole region. The consequence is that the Missouri valley will probably be freer from bilious complaints and intermittent fevers, so common to every all new settlements in other portions of the West. There are large tracks of lands, known as "wood lands." These are old Indian corn-fields which have been abandoned by the Indians, and have become overgrown with a dense growth of weeds. These lands are deemed very desirable by the first settlers throughout the whole Missouri valley, from the fact that they are very fertile, easily cultivated, and will the first season produce abundant crops of corn, particularly. Some of these "wood lands" are of considerable extent. Not so. They take their name from the circumstance that Lieut. Warren, in his report, expressed a little below the surface of the surrounding country. These places are generally overgrown with a dense growth of wild grass during the expedition. This old field is situated a little below the present site of Sioux City.

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L.

Biennial Report of the AUDITOR OF PUBLIC ACCOUNTS, OF THE STATE OF ILLINOIS.

OFFICE OF THE AUDITOR OF PUBLIC ACCOUNTS, SPRINGFIELD, Dec. 31, 1858.

To the General Assembly of the State of Illinois:

I have the honor to submit the following report:

1. A statement of the receipts and expenditures, showing the amount of revenue received, applicable to the payment of the ordinary and contingent expenses of the State government, and the amount paid therefor.

2. A statement of warrants drawn upon the treasury for each purpose.

3. A detailed statement of warrants drawn on the treasury, and in what appropriation charged.

4. A statement of warrants drawn on the order of the Governor, and charged to the contingent fund.

5. A statement of the amount of warrants which have not been presented on the treasury for payment.

6. A statement of the redemption money received from minor heirs, and also the arrears of tax deeds.

7. A statement of the accounts of the State Treasurer.

8. A statement of the amount of the school, college and seminary funds.

9. A statement of the county dividends of the interest and the last dividend.

10. A statement of the school tax laid for the year 1856.

11. A statement of the school tax fund for the year 1857.

12. A statement of the State taxes charged in the several counties for the year 1856 and 1857, amount collected, etc.

13 and 14. Tabular statements of personal property, and the value of real property taxed in the several counties for 1858.

15. A statement of State lands sold, the amount sold for, and the number of acres remaining unsold.

16. A statement of the State indebtedness purchased with the school fund, and the amount of said fund placed in the hands of the Governor for that purpose.

17. A statement of State indebtedness purchased with the State land fund, and the amount of said fund drawn by the Governor for that purpose.

18. A statement of State indebtedness purchased with the Central Railroad fund, and the amount of said fund drawn by the Governor in payment therefor.

19 to 26. The several statements and tables exhibiting the condition and affairs of the banks of the State, organized under the general banking law.

The Bank of Louisa & Simonds, and the Quincy City Bank, have furnished evidence of publication, as required by law, and withdrawn their securities for circulation. The Peoria Bank has not complied with the law, as required by the act of 1857, section 1, page 220, in the cases of the Farmers' Bank, City Bank, Mechanics' and Farmers' Bank, the Rock River Bank, the Bank of Rockford, and the Union Bank, and three years having elapsed from the date of the protests of the same respectively, the Bank of Illinois, of that firm. The property surrendered to the stockholders, or are retained here for evidence of ownership.

The affairs of the "Free and Easy" section of the general banking law,") not being applicable to banks closing business under the act of 1853; it may be necessary to determine by law, when and how their affairs shall be finally closed.

The statement of the Treasurer's account exhibits the true financial condition of the farm, and flourishing condition. The punctuality in the payment of the taxes, evidences gratifying evidence of the prosperity of the State and the good faith of our citizens. The amount of revenue in the treasury applicable to the payment of the ordinary and current expenses of the State government is $2,35,074 19.

The statements of the value of taxable property, etc., for the year 1858, are not yet for next year 1858, have not as yet been received from the several counties, and therefore cannot be included in this report.

The aggregate value of taxable property for the year 1856 is $549,351,873, being an increase over the previous year of $14,533,873, and the increase of the year 1857 is $27,167,127, of which $27,467,867, being an increase in 1857, over 1856 of $37,320,095, equal to about 15½ per cent. on the entire valuation.

There can be but little doubt of the fact that a fair valuation of the taxable property, in accordance with the requirements of the law regulating the assessment of property, would greatly increase the aggregate valuation.

The 18th article of the constitution provides for the valuation of land "not exceeding one dollar per acre," and the distribution of the proceeds thereof on the first day of January, in each year, to the counties of State bonds in a ratio proportioned to their respective populations. Such payments to be made on the principal of the bonds presented. These payments have been regularly made since the adoption of the constitution, and have doubtless contributed to that perfect restoration of the State credit which now happily prevails. The credit of the State, and that of the State has, however, produced a state of things in relation to the two mill tax which would seem to require the attention of the members of the Legislature. While our State stocks were much below par in the money markets, payments on account of the principal were made regularly and to a considerable amount, but our stocks are now considerably above par, and it is therefore improbable that any considerable amount will be presented on the first day of January next.

The avails of the two mill tax for the present year reach the large sum of $766,429 49, which we will probably be required to pay out in small sums to the several counties for the year 1859, and consequently leave the avails of the two mill tax for the year 1860, a small amount, probably not over $200,000. This will be one of those odd ladies sandwiches Brigham Young's Clark, in their explorations of the upper Missouri and Columbia rivers in the years 1803—5-6 visited their first crop of corn in support of the men during that expedition. This old field is situated a little below the present site of Sioux City.

The table lands bounding the Missouri valley rise somewhere about sixty feet above the bottom lands, are quite extensive, very fertile, easily cultivated, and well adapted in every way to farm purposes, especially for wheat and other small grains. Corn also grows with great luxuriance, even on the highest lands. The climate of the Missouri Valley is true also of most of its tributaries, especially of the Big Sioux, Vermillion, James and Wyonan Rivers. The latter will be settled mostly between Iowa and Dacotah. It has a valley between the bluffs of about three miles. The soil is of the very best quality with timber enough for all farming purposes. The Vermillion is also a large and valuable stream, and will be settled to a considerable extent. Large bodies of timber, mostly hardwood, with some pine scattered, are found in the valley of the Vermillion. Its tributaries are also well timbered. Those heads generally go north in their entire course. Passengers from Chicago should take the 10 P. M. train when they take a close connection with the Great Western Railroad at Toledo, and also will find a good breakfast ready for them at the former place, which will give them some idea of the greature comforts of Central Illinois.

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[Correspondence of the N. Y. Tribune.]

CAMP FLOYD, U. T., Nov. 21, 1858.

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Our camp was thrown into quite a state of excitement, night before last, by a report, since fully verified, that one officer of the army had been shot in Salt Lake City, on Monday night last, and another first knocked down by a bludgeon, and then carried to jail by the Mormon police. The circumstances appear to be these: Lieut. Saunders, of the 3d Dragoons, was one of the officers attached to the command sent some time since in the direction of the Humboldt, to look after certain bands of the Indians who, it had been reported, had attacked and annoyed the California mail party. While on this expedition, Lieut. Saunders was taken very ill of the typhoid fever, and on the return of the command it was found necessary to leave him in Salt Lake City, under the medical care of Assistant Surgeon Corey, who was detached for that purpose.

On the evening of last Monday, Dr. Corey, who is known to be one of the mildest and quietest gentlemen in the service, and Lieut. Saunders, had returned from their quarters to the sick bed, were at or in the vicinity of the store of Messrs. Livingston, Kinkead & Co., in company with Mr. Kinkead of that firm. The party surrounded to the stockholders, or are retained here for evidence of ownership.

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L.

to trouble the Legislature with a detailed statement of the very obvious considerations, desired as well from an intelligent reading of the law, as from reasons of principle and policy, why the corporation claimed by the State should be regarded as the trustee. Whatever may be the present embarrassment of that company, the General Assembly should be careful to avoid, not only now, but in all future time, so long as that company has a corporate existence, a large and constantly augmenting portion of the taxable resources of the State under legislation calculated to cripple, and nothing could be more dangerous and suicidal to the future interests of the people of the State, than suggestions however specious they may appear, for the State to surrender, or attempt to surrender, the constitutional privileges of taxing its property according to its value.

JAMES K. DUBOIS,
Auditor Public Accounts.

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COMMERCIAL.

Commercial and Money Matters.

CHICAGO, Tuesday, Jan. 6, 1858.

MONEY, EXCHANGE, &c.—The money market has exhibited the same dull features during the day. No change in any particular has occurred; and we have simply to repeat quotations, viz: Exchange firm at 1¼ per cent premium. Bank discounts 10 per cent. Gold 1@1¼, and selling only in small lots; street rates nominal at 1¼@2 per cent per month. Very little if any first class paper in the street and transactions small.

The following is a comparative statement of the condition of the New York Banks for the weeks ending Dec. 26 and Jan. 1:

	Dec. 26.	Jan. 1.	Inc. or Dec.
Loans	$120,716,585	$121,684,159	Inc. $967,574
Specie	27,197,000	27,197,000	No change.
Circulation	7,794,340	7,584,020	Inc. 140,680
Net Deposits	81,076,000	81,076,000	Dec. 1,767,178

The comparison with the corresponding week of last year and with midsummer is as follows:

	Loans.	Specie.	Circ'n.	Deposits.
Jan. 3 '57	$98,245,000	$20,761,000	$6,430,000	$67,000,000
June 27 '57	116,000,000	23,000,000	7,000,000	77,000,000
Jan. 1 '58	120,716,585	27,197,000	7,794,340	81,076,000

The specie line has been steady at a very high figure—one before unknown in the financial history of the country. Such immense amounts of coin cannot remain locked up and comparatively useless much longer. The deductions of the shrewdest men of the age must be entirely at fault if it does not form the basis of a more substantial progress within the next few years than has ever been witnessed before in the history of the world.

The New York *Times* of Tuesday has the following:

The New year opens with an enhanced movement in the departments of the Chicago trade. The specie line is up $861,459, and the average a rising one—the last receipts from California having averaged two days of the week. The undrawn deposits are but *two millions dollars*, partly, no doubt, in preparation for the dividends to be paid out to-day for distant States and Corporations; the loans are up $967,574 in anticipation of the mercantile and other payments of the 1 and 4 January. The peculiar feature in the Statement is that the accumulation of deposits in this city should stand on the 1st of Jan., in the midst of the active business of the South, to near the summer maximum. On the 10th July the figures were $99,337,042. They are now $80,684,101. As the Exchanges with the South already show signs of turning in our favor, the probability is not only that the drain in that direction for Specie has almost ceased, but that the balance in New York from nearly every quarter of the United will henceforth increase, running up the Deposit line to *one hundred millions* by the 1st of April, and to *one hundred and twenty millions* by the middle or close of July.

The market for money to-day is partially unsettled by large dividend payments, and several days must transpire before we have a steady movement all round. Meantime the sums called in by the prominent Banks are readily supplied to the brokers by outside institutions, and the negotiations, on demand to-day, are at 5@5½ per cent. on State and other first-class Stocks, and 4 per cent. on other reliable collateral. The discount brokers report no change of rate on mercantile bills.

COMMERCIAL.—The Hog market to day was even duller than yesterday and prices a shade lower. The receipts of Dressed Hogs were larger, and embraced the finest and heaviest brought to market this season. There were quite a number of lots which averaged from 250 up to 300 lbs.—small boned and fat. The sales to-day show a a range of $6@6.25. Heavy Hogs sold at $6@6.25. There are some heavy lots held above the market. One lot of 50, averaging 325 lbs. is held at $6.75—with offers of $6.55. There was nothing done in Live Hogs. Those which came in were held above the figures of buyers.

The Provision market seemed to-day to have lost any little firmness it may have had. Early in the morning 300 bbls City Mess Pork were sold at $16, and later in the day 600 bbls. more of the same grade, and a lot of 150 bbls. Mess Ordinary was also made at $15. At the close there were several other lots seeking buyers at the same figure.

The market for Lard is very quiet, and though holders are firm at 10¾@10¾, the market is at most dead with inactivity.

The Flour market remains dull. We noticed on 'Change to-day several samples of choice brands sent from Milwaukee to this market to be sold. Spring Extras are nominal at $3.75@4.50.

The Wheat market is quiet—there being no demand except for milling. Sales No. 2 Spring were made to-day at 93 1-2c, in store in a good warehouse; old Rejected at 55c, in store; new Rejected (47 lbs. to the measured bushel), at 1-2c, delivered; and Rejected Winter at 60c, on track.

Distillers are short of Corn, and under this demand prices have advanced 1c per bushel. Shelled sold at 58c per 60 lbs, on track, and Ear Corn at 53c per 70 lbs, on track.

The Oats market is rather easier to-day. Some old crop sold at 55c, free of storage. Good Oats, however, are scarce.

There is a good demand for choice Barley by Brewers, at 75@85c. Common, however, is very dull.

Hog and Provision Trade.

PORK PACKING IN THE WEST.

[From the Cincinnati Price Current, January 5.]

The reports from our correspondents at the various towns, where pork is packed, throughout the West, are coming in this season much earlier than usual. We had heard, up to yesterday, from seventy-five places, sixty-nine of them from our correspondents. An abstract of those places, packing was not yet finished, but nearly so. We reserve the details for our full and final statement, but will now give the aggregates for this and last year, as far as heard from.

	No. Hogs.
This season	1,797,000
Last season	1,656,400

Increase at 75 places 186,770

In these aggregates only individual lots are packed at this city, which we put down at 350,000; Louisville, which we put down at 200,000; St. Louis and Chicago, which we put down at the statements published at those places.

As regards the falling off in weight, we find there is great irregularity. In Illinois it is reported 7¼ to 10 per cent; in Indiana from 6¼ to 17 per cent; in Ohio from 9 to 11 per cent; in Iowa from 9 to 19 per cent; in Kentucky and Tennessee, the estimates are as to-crease of 4 to 8 per cent. At Milwaukee, the decrease is but 2½ per cent. We have classified the returns, and calculated the average of the decrease, though not as closely as we shall do when making our final statement. We find this deficiency of 7 per cent, equal to 121,500 hogs, which being deducted from the increase given above, is as follows:

Increase as above	186,770
Deduct for net weight	121,500
Net increase	67,270

The falling off in the yield of lard is variously reported from 2 lbs to 8 lbs per hog, at the places north of the Ohio river. At the few points south of that we have heard from, an increase is reported. Our impression is that the falling off in lard, taking the whole packing together, will be 5 lbs per hog. We wish it to be distinctly understood, however, that this is but an estimate, as we have not made any systematic calculation regarding lard more than the idea we formed by inquiry of those who packed it, and think our estimate rather above than below the actual deficiency.

An impression is quite prevalent that there is a general falling off at the small places. We find the reverse to be the case. So far as we have the returns, we have heard from but four places where we packed this season less than we have heard of three places where no packing was done last season, but considerable was done the season previous to that—packing 35,000 head. We would also state that the returns from the southern counties of Indiana and Illinois, in the above aggregate, show a deficiency this year of 35,000. We allude to this, in order that our readers may understand that the short crop statistics are not represented in the figures we give. Indeed all the places of importance where there is a marked falling off, are included in the list we have given, as well as most of the places where there is a large increase, so that three and one hundred and twenty-five places yet to hear from, are those where we may look for a fair average, but how much the whole increase in number will be, we cannot say with any degree of accuracy, at present; that there will be a net increase, we have little doubt, after allowing for the falling off in weight, we have no doubt, but how much it will be we are not now prepared to say.

Chicago Daily Wholesale Market.

THURSDAY EVENING, Jan. 4.

FLOUR—Market very dull. Sales were: 100 bbls "Excelsior" Spring Extra, on p. t.

WHEAT—Market very quiet. Sales to-day were: 1,500 bu No. 2 Spring at 93c in store; 800 bu new Rejected (weighs 47¼ lbs. to the measured bushel) at 55c delivered; 150 bu old Rejected at 45c in store; 300 bu Rejected Winter at 60c on track.

CORN—In good demand and advanced 1c. Sales today were: 1,000 bu shelled at 58c on track; 300 bu Ear Corn at 53c on track.

OATS—Market easier. Sales were: 500 bu old crop at 55c free of storage. New crop were offered at 50c.

BARLEY—300 bu fall sold at 80c, on the cars.

RYE—In good demand by distillers at 60c, on the cars for their use.

MILL FEED—Bran, bulky, at 75@80c.

FLOUR—Common, $1.75@1.85 per bbl. Middlings, No. 1, $2 @ bbl.

SHORTS—Prime, $2 @ bbl.

PROVISIONS—Market dull. Sales: Smoked Hs. Sales to-day were:—60 bbls city packed at 6½; 10 bbls M. O. at 6½. Nothing doing in Old Mess or Extra. Mess Beef sold at $10@11.

LARD—Firm, but inactive, at 10¾@10¾c.

TALLOW—Quiet, at 6½@6¾c.

LIVE HOGS—Receipts, about 300 head. The market was very quiet, and there were no transactions reported to-day, but sales being made at $6@6.25.

DRESSED HOGS—Receipts better, and of excellent quality. The market, however, is very dull. The Sales were:

20 Hogs averaging	300 lbs.	$6.15 @ $6 lbs
1 " "	290 "	6.00 "
1 " "	280 "	5.90 "
1 " "	270 "	5.80 "
1 " "	260 "	5.70 "
1 " "	250 "	5.60 "

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1 " "	250 "	5.60 "

Insurance.

Peoria Marine & Fire Insu'nce Co.

OF PEORIA.

CAPITAL $500,000
Paid Up in Cash 300,000

MARINE AND FIRE RISKS UNDERWRITTEN ON MOST FAVORABLE TERMS.

Losses Promptly Adjusted and Paid at this Agency.

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CAPITAL - - - - - - - - $200,000.

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With a Surplus of $600,140 20.

And the premium of 20 years income and experience. Also the guarantee of the whole capital of our Five Insurance Company in the United States.

ASSETS JULY 1st, 1858.

Cash on hand and deposited in Hartford Banks	$175,198 16
Cash in transit, Agents' balances	161,172 04
U. S. Treasury Notes, 3 per cent. Interest	2,100 00
66 Bonds and Mortgages	1,000 00
Money due the Company, secured by mortgage	4,624 00
Stocks and Loans	1,000 00
Bills receivable	2,000 00
	MARKET VALUE.
161 Shs. A. C. and 10 U cent. Interest mem.	16,100 00
50 shares Railroad Stock	52,775 00
50 shares Exchange Bank Stock	5,000 00
50 shares Stafford Bank Stock	4,750 00
50 shares Rockville Bank Stock	5,000 00
50 shares Providence Bank Stock	4,750 00
2,500 shares New York Bank Stock	2,500 00
2,500 shares New York Bank Stock	2,500 00
100 shares U. S. Trust Co. New York Stock	11,500 00
100 shares Bank of Commerce Stock	10,000 00
Total Assets	$1,066,140 20
Unsettled Claims not due	$132,714 28
Losses Equitably Adjusted and Promptly Paid	

UPWARDS OF $11,000,000 of losses have been paid by the Ætna Insurance Company in the past 39 years.

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(INCORPORATED IN 1853.)

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A. A. LOMBARD, Sec'y.

The undersigned will be happy to see his friends and the patrons of the old North-western generally, in the Office, No. 143 South Water street, assuring them that our rates shall be as low as those of any other responsible Company, and that Losses will be promptly and honorably paid. JULIUS WHITE, Agent.
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No. 95 CHESTNUT, NORTH SIDE,

Between Third and Fourth streets, St. Louis, Mo.

REFERENCES: Hon. Wm. Carr Lane, Mayor, St. Louis, Mo. R. S. Rodney, Public and Commissioner at Law, Wilmington, Del. Hon. Wm. Bross, Chicago, Ill. Hon. Isaac N. Morris, Peoria, Ill. Hon. Thos. Allen, St. Louis, Mo. Hon. Chas. D. Drake, St. Louis, Mo. [jy12-1y'58] CALVIN G. PITZER.

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Under any circumstances. They are well adapted to Grist and Saw Mills, or all Manufactories. They give A VERY

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